

Capsule Summary

Inventory No. F-7-140

Frederick Junction

4800 block, Urbana Pike (MD Rte 355)

Frederick County, MD

Ca. 1831, 1864

Access: Public and Private

Frederick Junction consists of a triangular split in the railroad located west of the Monocacy River, the railroad bridge across the river, and the small community that developed in the vicinity of the junction, on the east side of the Monocacy River. The junction dates from the 1830s when the B&O acquired rights of way for its main line and a spur that forked from the main route to serve Frederick, and continues in use today by the CSX Railroad Corporation. On the east side of the Monocacy River along the B&O Railroad is a cluster of properties, now all ruins, which were once part of the community.

Frederick Junction is significant as a component of an important transportation system, which fueled the tremendous growth of the agricultural region of mid-Maryland and the port city of Baltimore (National Register Criterion A). Frederick Junction is also significant for the role it played in the Civil War Battle of Monocacy, July 1864 (Criterion A). Frederick Junction, Monocacy Junction, or Araby were the names given to a siding and junction area near the railroad bridge across the Monocacy River. The actual junction or split in the railroad was located west of the river, but the small community that developed in the vicinity was on the east side. The junction dates from the 1830s when the B&O acquired rights of way for its main line and a spur that forked from the main route to serve Frederick. On the east side of the Monocacy River along the B&O Railroad is a cluster of properties, now all ruins, which were once part of the community. It was from here that goods produced at Araby Mills and Distillery were

shipped out by rail. It was also here that General Lew Wallace maintained headquarters during the Battle of Monocacy, and on high ground north of the railroad where defensive positions were established during the battle, and throughout the war to protect the rail crossing. A public road once ran through the settlement, north to south, linking roads to the north at Crum's Ford across the Monocacy and ultimately the National Pike with the Georgetown Pike. This road provided access to the railroad from Araby Mills and distillery, as well as access to the National Road, and served farmers living all along its route.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

1. Name of Property (indicate preferred name)

historic Frederick Junction (preferred); Monocacy Junction; Araby

other

2. Location

street and number 4800 block, Urbana Pike (MD Rte 355) not for publication

city, town Frederick ☒ vicinity

county Frederick

3. Owner of Property (gives names and mailing addresses of all owners)

name Monocacy National Battlefield, USA, NPS; CSX Railroad

street and number 4871 Urbana Pike telephone 301-662-3515

city, town Frederick (Jacksonville, Florida, CSX) state MD zip code 21704

4. Location of Legal Description

courthouse, registry of deeds, etc. Frederick Co. Courthouse liber Multiple folio

city, town Frederick tax map tax parcel multiple tax ID number

5. Primary Location of Additional Data

- ☒ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category		Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing	
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture			buildings
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	4		sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	7		structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation			objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	11		Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown			
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use			
		<input type="checkbox"/> industry	<input type="checkbox"/> other:			
				Number of Contributing Resources previously listed in the Inventory		
						0

7. Description

Inventory No. F-7-140

Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary:

Frederick Junction consists of a triangular split in the railroad located west of the Monocacy River, the railroad bridge across the river, and the small community that developed in the vicinity of the junction, on the east side of the Monocacy River. The junction dates from the 1830s when the B&O acquired rights of way for its main line and a spur that forked from the main route to serve Frederick, and continues in use today by the CSX Railroad Corporation. On the east side of the Monocacy River along the B&O Railroad is a cluster of properties, now all ruins, which were once part of the community.

General Description:

The Frederick Junction, a triangular connection of the east-west Baltimore & Ohio (B&O) Railroad main line with the Frederick City spur line running north, is located on the north/west bank of the Monocacy River, within a horseshoe curve of the river. Still an active segment of the CSX Railroad, the tracks and right-of-way are well maintained. The main line of the B&O continues west, passing under a concrete overpass constructed for Maryland Route 355 (formerly the Georgetown Pike), turning southwest toward Harpers Ferry, West Virginia. Just east of the spur junction, the B&O main line crosses the Monocacy River, passing over a trestle bridge to the east bank of the river. The bridge is wide enough for two tracks, but carries just one. The bridge has stone piers and a steel span with wooden decking. Along the tracks in this area grew the small community most commonly known as Araby. The railroad is single tracked here, with a siding on the east side of the Monocacy River.

There is now no easy access to the site of the Araby settlement; one must either walk across the railroad bridge or ford Bush Creek. The area between the Araby Mill site and the railroad bridge is low and marshy, prone to flooding, while the north side of the tracks consists of rugged high ground. Yet, in the 19th century, the junction vicinity bustled and included the distillery, near the mouth of Bush Creek, a warehouse and several dwellings and their support buildings. These buildings were located on the east side of the river. A photograph of the community that developed just east of the junction and the Monocacy River is published in Williams' 1910 History of Frederick County, Maryland. Now all that remains are foundations of the buildings, which hugged the south side of the tracks, and faced onto them. Other buildings were set between Bush Creek and the railroad. Some of the foundations are of concrete, indicating 20th century construction, in addition to the remains of older buildings. The railroad at this point runs along the north side of Bush Creek. The two are tightly compressed just to the east, as they pass through a narrow ravine between two ridges.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 7 Page 1

The foundations of buildings and cellar depressions are all that is visible now. Obvious foundations remain from two buildings. One foundation located closest to the river and trestle bridge defines a two-room cellar with an L-extension to the rear. A concrete porch deck remains at the front of the site along the tracks. The other foundation, a short distance to the east is smaller and raised, with a full story exposed at the rear (south) side. The second foundation is much smaller than the first, and may have been for a small dwelling or support building. The brick warehouse may have been located further to the west from these foundations, in an area now covered with brush and rubble. The ca. 1910 photograph of the site, published in T.J.C. Williams' History of Frederick County, Maryland, shows the L-shaped frame building, probably the same one described in an 1897 sales advertisement quoted below. Although Williams states in the caption that this was the headquarters for Lew Wallace during the Battle of Monocacy, the building may date from after the war, since Confederates destroyed much of the junction during the Battle of Monocacy in July 1864. Archaeological investigation of the foundation remnants and site contents should help to establish a range of construction dates for the house. The photo also shows two small buildings to the left (east) of the house. One of these probably sat upon the other remaining aboveground foundation. In the photo, the house has a shed roofed porch across the front, inside end brick chimneys and windows with louvered shutters, closed on the east end wall. A paling fence extends in front of the buildings separating them from the railroad. The photo may also show (slightly) a larger gabled building partially hidden by a tree immediately to the right of the house. Perhaps this was the brick distillery/warehouse.

In addition to the dwellings and their support buildings, and the warehouse, there were blockhouses erected on each side of the river to protect the crossing during the Civil War. On the north side of the tracks on the high ground above the river are Civil War fortifications, still evident today in the form of shallow ditches (trenches) paralleling the old road trace, and a rectangular cavity in the ground (likely a powder magazine).

Resource Count:

7 contributing structures— railroad trestle; railroad bed and tracks; 2 cellar foundations; trenches; road; and powder magazine.

4 contributing sites— distillery site; Lew Wallace Headquarters site; and 2 blockhouse sites.

8. Significance

Inventory No. F-7-140

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> Industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> Art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____	
Specific dates	1831, 1864	Architect/Builder	unknown		
Construction dates	1831				

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary:

Frederick Junction is significant as a component of an important transportation system, which fueled the tremendous growth of the agricultural region of mid-Maryland and the port city of Baltimore (National Register Criterion A). Frederick Junction is also significant for the role it played in the Civil War Battle of Monocacy, July 1864 (Criterion A). Frederick Junction, Monocacy Junction, or Araby were the names given to a siding and junction area near the railroad bridge across the Monocacy River. The actual junction or split in the railroad was located west of the river, but the small community that developed in the vicinity was on the east side. The junction dates from the 1830s when the B&O acquired rights of way for its main line and a spur that forked from the main route to serve Frederick. On the east side of the Monocacy River along the B&O Railroad is a cluster of properties, now all ruins, which were once part of the community. It was from here that goods produced at Araby Mills and distillery were shipped out by rail. It was also here that General Lew Wallace maintained headquarters during the Battle of Monocacy, and on high ground north of the railroad where defensive positions were established during the battle, and throughout the war to protect the rail crossing. A public road once ran through the settlement, north to south, linking roads to the north at Crum's Ford across the Monocacy and ultimately the National Pike with the Georgetown Pike. This road provided access to the railroad from Araby Mills and distillery, as well as access to the National Road, and served farmers living all along its route.

Significance:

Although it is not clear just when the rail side community developed, the B&O Railroad has a definite construction period and figures importantly in the development of the Monocacy area. By 1831, condemnation proceedings were underway for lands in the railroad's path, both

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 8 Page 1

for the main line and for the spur into Frederick, indicating that construction was planned for both routes simultaneously.¹ Key landowners in the area when the railroad was developed were John McPherson, John Brien, Horatio McPherson and John McPherson Brien who among them owned *Araby*, *L'Hermitage* and *Arcadia*. In fact, as the right-of-way proceedings were underway in the late summer and fall of 1831, John McPherson was having *Araby* surveyed and patented and he had established the Araby Mills along the proposed route of the new railroad in 1830. Brien purchased *L'Hermitage* from Victoire Vincendiere in 1827. No doubt the McPhersons and Briens (who were related) acquired these properties to take advantage of opportunities that would come with the railroad.

The portion of the junction area on the east side of the river was part of the *Araby* tract. When *Araby* was broken apart in the 1840s, the rail side area became part of the Araby Mill property. In 1897, James Gambrill, owner of the Araby Mills since 1855, was forced to sell the property because of failure of his business. The advertisement of sale of the Gambrill Mill property includes a description of the rail side properties at that time.

There is on this property [Araby Mills tract] a private switch and brick warehouse along the main stem of the B&O R.R. Also a stone and weatherboard dwelling house two stories high, in good condition. The trustees reserve off of this property a small lot containing about 1 ¼ acres of land sold by James H. Gambrill to one William M. Moler with the right to convey the same.²

There was also a private siding for the mill to accommodate the warehouse. The warehouse was actually an adaptive reuse of the unsuccessful distillery that had been built by the partnership consisting of Gambrill, Wheatley and Ball. Wheatley and Ball together owned the Araby Mansion farm and Clifton, which they bought in 1856. Gambrill owned the Araby Mills. The partnership in the distillery was formed in 1857, and the distillery had failed by 1860. The brick "warehouse" was probably the former distillery, or was built from remnants of it. If so, it probably dated from 1857 but, it is possible, even likely that some buildings may have been at the rail siding as early as the 1830s, when John McPherson built the Araby mill, knowing full well that the railroad was coming.

The rail side properties are on three separate parcels as acquired by the National Park Service for the Monocacy National Battlefield park: 101-01, 101-02 and 101-29 (see attached parcel map). The first two are on the south side of the railroad tracks and the third is on the north

¹ Frederick County Land Record, JS 37, p. 48 ff.

² Frederick County Equity Records, No. 6708. Sale of James Gambrill real estate, 1897.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 8 Page 2

side, including part of the old road trace and the Civil War fortifications. Parcels 101-01 and 101-02 adjoin each other and were part of a larger 9 acre and 20 perches tract that James Gambrill conveyed to the partnership consisting of himself, John F. Wheatley and T. A. Ball, on August 12, 1857.³ The partnership was recorded as "Wheatley, Ball and Gambrill." The transaction was handled through an attorney/trustee, William Ross. The deed refers to the property as part of the "Mill Lot..." "Beginning in the middle of the railroad at the end of 2 ¼ perches on a line drawn...from the northeast corner of the 'New Distillery' erected on the parcel now being described..." Thus the nine-acre piece included the "new" distillery in 1857. From buildings shown on topographical maps, it is evident that the distillery was on the parcel that came to be the National Park Service acquisition 101-02. The nine-acre distillery lot was part of the larger Araby Mill property, containing 65 acres, which James H. Gambrill purchased from George M. and Margaret Delaplaine on March 31, 1855 for \$10,000.00.⁴ The 65 acres included part of *Araby* and part of the *Resurvey on the Hermitage*. The Delaplaines had acquired the property in 1847 from William Ross, the attorney/trustee handling the sale of John McPherson's estate.⁵

After the demise of the distillery in 1860, the partnership of Wheatley, Ball and Gambrill sold the nine acres and 20 perches, the distillery property, to Benjamin Brown for \$4,000. This transaction occurred on June 4, 1860.⁶ In less than a year, the distillery burned. According to Jacob Engelbrecht's Diary, for Monday April 15, 1861, "Fire—on Saturday night about 10 o'clock April 13, 1861 the distillery belonging to Ball Brown caught on fire & and was burned down—loss estimated at 20,000\$. Insured for 10,000\$ in Baltimore—the distillery was located a little beyond the junction of the B&ORR."⁷ Then, in February of 1864, Benjamin Brown conveyed 5 ¾ acres of the nine-acre distillery parcel back to James Gambrill.⁸ This 5 ¾ acres encompassed the parcel currently identified as 101-01, which is only 1 ¼ acres, and seems to have included the distillery as well, although at some point it was converted to a warehouse, either by Brown, or by Gambrill, when he bought the property back. If, however, the distillery was "burned down" as Engelbrecht wrote, then the warehouse may have been a new building that Gambrel constructed when he reacquired the property in 1864.

Frederick Junction, the railroad bridge over the Monocacy, and the rail side properties, part of the Araby community, all played a role in the unfolding events of July 9, 1864, when

³Frederick County Land Record ES 10, page 523, 524.

⁴Frederick County Land Record ES 6, page 405.

⁵Frederick County Land Record WBT 5, page 358.

⁶Frederick County Land Record BGF 5, page 653.

⁷Jacob Engelbrecht's Diary, Frederick County Historical Society, CD ROM, p. 896.

⁸Frederick County Land Record JWLC 1, page 137.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 8 Page 3

Confederate General Jubal Early's invading army met resistance from Union General Lew Wallace on the banks of the Monocacy River just south of Frederick.

The B&O bridge across the Monocacy was destroyed several times during the Civil War. Jacob Engelbrecht wrote in his diary on Monday September 22, 1862 the following descriptive account:

The Baltimore & Ohio Railroad Bridge at the Junction (Monocacy) which was destroyed by the Rebels on Monday September 8 1862 has been fixed up with truss work & yesterday the cars passed over. The bridge was of iron & a first rate job but it went by the board. The Rebels also destroyed the engine station to pump water from the Monocacy for supplying the engine with water, was also burnt down & totally destroyed. Yesterday I went down to the Junction to see the destruction at the old camps where the Rebels had encamped. The stench was very offensive from the offal of their butchering. Several dead horses & actually one secessionist Black man was laying in the field dead & uncovered (of earth); but his clothes & boots were on. Had been laying there nearly two weeks already Too bad for any Christian country." Almost two years later on Tuesday July 12, 1864, Engelbrecht wrote: Monocacy Junction battle—When the Rebels advanced on Saturday morning last (July 9, 1864) toward the junction our men were on the other side of the Monocacy on the hill over the bridge (iron bridge) & the Rebels commenced their batteries and they kept skirmishing & shelling all day & part of Sunday. Our loss in killed was men & wounded. The Rebel loss was killed men & wounded. The wounded of both parties are now in our hospital at the barracks. Our men burnt down the Georgetown Monocacy Bridge to prevent the Rebels from crossing but the Rebels tried their best to batter down the railroad iron bridge but could not. They however succeeded in burning all the railroad building (at) the junction, the dwelling house occupied by Frank Mantz agent of the railroad, all the Sheds, the water stations or rather engine to pump the water out of the Monocacy for the engines. They also burnt the turnpike bridge over the railroad &c. The main army & wagons are pushing down towards Edwards' ferry near Poolesville to cross the Potomac & our men will try to prevent their crossing.⁹

The 6.38-acre parcel on the north side of the railroad is identified on National Park Service Maps, as parcel 101-29. It is bounded on the west by the Monocacy River and on the

⁹ Jacob Engelbrecht's Diary, Frederick County Historical Society, CD ROM, pages 952, 998.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 8 Page 4

south by the B&O Railroad. This is part of a 45-acre tract from *Araby*. On this piece of property are remnants of Civil War fortifications. The land extends up a high, steep bluff above the river with a commanding view across to the southwest. It provided an ideal location for guarding approaches to the river and both the railroad and highway bridges over it. Union guard units did just that. Depressions in the ground near and along the old road trace to the junction are manmade trenches and a rectangular hole dug nearby has the appearance of having been part of a powder magazine. These fortifications probably predate the Battle of Monocacy, since the railroad junction was an important place on a major Union supply and transportation route. The B&O was guarded (with mixed success) throughout the war.

Parcel 101-02 comes from a different part of the nine-acre tract that Benjamin Brown purchased from Wheatley, Ball and Gambrill. This piece went through numerous transactions, and includes the site of the buildings pictured in Williams' History. On March 31, 1864, Benjamin F. Brown with his wife, Dorcas, sold 4 1/8 acres to Elenora Lyeth for \$1,500.00. On the same day, John McF. Lyeth and Eleanora his wife signed a mortgage document for \$1,200.00 with interest.¹⁰ On December 13, 1867, Benjamin Brown, together with John McF. Lyeth sold 4 1/8 acres to Charles J. Taylor for \$1,600.00.¹¹ A year later on December 7, 1868, Taylor sold the same parcel for the same price to Francis B.G. Miller.¹² F. B. Miller was listed in Scharf's history as the assistant postmaster and dispatcher for Frederick Junction. Following several intervening conveyances, the parcel was purchased by Francis Mantz.¹³ Francis Mantz was, according to Sharf's History, the train superintendent at the Junction. In 1864, he had the same job and was hurriedly moving railroad cars from the junction back to Baltimore during the Monocacy Battle emergency. He was living in the vicinity of the junction in 1864, but in 1881 he purchased 4 1/8 acres in the rail side community.¹⁴ Mantz and his wife kept the property until June 27, 1888.¹⁵

Parcel 101-02 (NPS) is the property with the foundations of the L-shaped frame house. Modern topographical maps indicate that two other houses were also located on the tract. Civil War era maps show the distillery and warehouse, but no particular dwellings. Certainly the railroad switchman had to live very near these properties. During the Monocacy Battle Francis Mantz reported that he wasn't sure if his house was on fire, or if it was the railroad bridge. According to Engelbrecht it was Mantz' house that burned. Railroad personnel probably lived in

¹⁰Frederick County land Records JWLC 1, pages 356 and 357. Mrs. Lyeth's name is spelled both as Elenora and Eleanora.

¹¹Frederick County Land Record CM1, page 58.

¹²Frederick County Land Record CM 2, page 572.

¹³Frederick County Land Record CM 5, page 593; Frederick County Land Record CM 8, page 400; Frederick County Land Record TG 8, page 110; Frederick County land Record AF 1, page 413.

¹⁴Frederick County Land Record, AF 4, page 379.

¹⁵Frederick County Land Record WIP 6, page 364.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-7-140

Name Frederick Junction
Continuation Sheet

Number 8 Page 5

the immediate vicinity since the 1830s. Given the numerous times these properties changed hands, and the low price of the land, the buildings may have come and gone, several times. Most sources agree that General Lew Wallace had headquarters in a frame house on the south side of the railroad, just east of the bridge. That area would be encompassed by parcel 101-02, which at the time of the battle was owned by Eleanora Lyeth although it was mortgaged to the former owner, Benjamin Brown. According to research assembled by Monocacy Battlefield personnel, Captain John McF. Lyeth was in the Union service in the 1st Maryland Regiment and he owned the house where Wallace established his headquarters. Clearly, the railroad properties need further archaeological study to establish their age, and the extent of resources standing at the time of the battle.

According to Scharf's History of Western Maryland, the vicinity known as Frederick Junction included in the 1880s, a post office, and a community of railroad workers and tradesmen. "Araby sometimes called Frederick Junction is on the Baltimore and Ohio Railroad, three miles from Frederick. W.T. Mullinex is postmaster; F.B. Miller, assistant post master and dispatcher; W.T. Mullinex, railroad and express agent; Frank Mantz, train superintendent; John O'Brien, railroad foreman; Charles Reach, merchant; J.E. Divelbiss, cooper; Harry Hartman, blacksmith; W.H. Kemp, carpenter; J.H. Gambrill, Thos. Kenna and C. Staley, millers."¹⁶

During the late 19th century, Frederick Junction was a viable community, as suggested by the description in Scharf. However, by the turn of the century the situation gradually began to change. In 1897, James H. Gambrill was forced to sell the mill and his other property to pay debts. With the mill business diminishing, the warehouse activity stopped and the action at the Araby siding slowed. None of the cluster of buildings that formed the little community at the railroad tracks remains; only foundations and rubble mark what was once there. The road, which once gave access to the rail siding, ceased to be used and became overgrown, although still discernable. The Civil War fortification remnants lie protected by undisturbed woodland. The visual feeling of the junction area is quite different now from its appearance through most of the 19th century. However, much remains to tell the story of the importance of the railroad junction, and the settlement, development and decline of the associated small community.

Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catoctin Center for Regional Studies, 2002-2003.

¹⁶ Thomas J. Scharf, History of Western Maryland, Baltimore; Louis H. Everts, 1882, Vol. I, p. 599.

9. Major Bibliographical References

Inventory No. F-7-140

Engelbrecht, Jacob, Diary, Frederick County Historical Society, CD ROM
Frederick County Land Records
Monocacy National Battlefield, National Register documentation, 2000.
Scharf, Thomas J. History of Western Maryland, Baltimore: Louis H. Everts, 1882.

10. Geographical Data

Acreage of surveyed property	<u>Approximately 15 acres</u>	
Acreage of historical setting	<u>N/A</u>	
Quadrangle name	<u>Buckeystown</u>	Quadrangle scale <u>1:24,000</u>

Verbal boundary description and justification

The Frederick Junction property covers approximately 15 acres, to include National Park Service properties defined as parcels 101-01, 101-02 and 101-29. In addition, the historic property includes the railroad trestle and the actual junction and thus includes as well, the edge of the railroad on its north side from the Monocacy River bank along the curve in the tracks to accommodate the Frederick spur northwest to the NPS boundary, then crossing the tracks and following the edge of the railroad south and around the curve of the junction with the main line to point where the Urbana Pike (MD Route 355) crosses the railroad, then across the railroad and following its south edge to the east bank of the Monocacy River and the edge of NPS parcel 101-21.

11. Form Prepared by

name/title	<u>Paula S. Reed, PhD., Architectural Historian</u>	
organization	<u>Paula S. Reed & Associates, Inc.</u>	date <u>May, 2003</u>
street & number	<u>105 N. Potomac Street</u>	telephone <u>301-739-2070</u>
city or town	<u>Hagerstown</u>	state <u>Maryland</u>

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

See

Monocacy Battlefield
~~E-3-142~~ F-3-042
 5201 Urbana Pike
 Frederick County, MD
 Catoctin Center for Regional Studies,
 Frederick Community College
 July 2009

Addendum

Number 8 Page 10

household members by first name ~~only~~ to full name, indicating an increase in respect. During the Battle of Monocacy, the Confederate troops crossed the Monocacy River directly into the Worthington Farm. Afterwards, the house and yard were used as a field hospital. During the battle, John Worthington and his family took refuge in the cellar. ~~His six-year-old son, Glenn,~~ watched the action and grew up to write and publish in 1932 an eyewitness ~~account~~ and history of the battle called Fighting for Time.

Railside Properties (F-7-140)

East of the Monocacy River along the B&O Railroad is a cluster of properties once part of the community known variously as Frederick Junction, Monocacy Junction, or Araby Mills. Although the actual junction was west of the river, this village marked the spot that goods produced by Araby Mills and Distillery were shipped out by rail. A public road once ran through the settlement, north to south. It linked Crum's Ford, Araby Mills and distillery, the National Road, Georgetown Pike, and the railroad. Now, all that remains is a trace, in some places a field access lane but no longer navigable except by foot. The road is shown on Civil War maps, as a public road on a 1933 map, and in part on current USGS maps. The community is abandoned and has deteriorated until only foundations and cellar depressions are visible. Some foundations are of concrete, indicating 20th century construction, and some are significantly older. Obvious foundations remain from only two of the buildings. One is close to the river and trestle bridge, showing a two-room cellar with an L-extension in the rear and a concrete porch deck in front. The other, smaller foundation is a little to the east and raised, with a full story exposed at its rear, where the cellar might have had a walk-in entrance. Since this building is so much smaller than the other, it may have been a small dwelling or support building. T. J. C. Williams, in his 1910 History of Frederick County, Maryland, names this as a headquarters of General Lew Wallace during the Battle of the Monocacy, but it is possible that the building was constructed after the war.

Although remote now and accessible only by foot, the area of the junction was in the 19th century very busy. It included on the east side of the river a distillery near the mouth of Bush Creek, a warehouse, and several dwellings and their support buildings. During the Monocacy Battle, General Lew Wallace maintained his headquarters in Frederick Junction. On high ground north of the railroad, defensive positions were established during the battle of which

See

Monocacy Battlefield
~~F-3-142~~ F-3-042
 5201 Urbana Pike
 Frederick County, MD
 Catocin Center for Regional Studies,
 Frederick Community College
 July 2009

Addendum

Number 8 Page 11

fortifications still remain in the form of shallow trenches paralleling the old road trace and a cavity in the ground, probably a powder magazine. Throughout the war, Frederick Junction was an important military center out of the need to protect the rail crossing; blockhouses were erected on each side of the river. Scharf's History of Western Maryland mentions 1880s Frederick Junction as including a post office and a community of railroad workers and tradesmen. A 1910 photograph shows the buildings directly next to and facing the south side of the railroad tracks along the north side of Bush Creek.

It is not clear when this community developed; however, its history is closely related to that of the B&O Railroad. By 1831, condemnation proceedings were underway for lands in the railroad's path, contemporary with John McPherson, John Brien, Horation McPherson, and John McPherson Brian's ownership of the Monocacy farms. John McPherson was having *Araby* surveyed and patented, and Brien had just purchased *L'Hermitage* from Victoire Vincendiere in 1827; both hoped to capitalize on the railroad's opportunities.

The portion of *Araby Mills* on the east side of the river was originally part of the *Araby* tract. When the property was broken up in the 1840s, it became part of the Araby Mill property. James Gambrill bought the tract in 1855 and sold it in 1897; the advertisement lists "a private switch and brick warehouse" and "a stone and weatherboard dwelling house two stories high" on the property, as well as a private siding for the mill to accommodate the warehouse, an adaption of the 1857 failed business venture at a distillery. It is likely that the earliest of these buildings date from the 1830s, built in anticipation of the railroad. In 1860, Gambrill's business partnership sold about 9 acres along the railroad to Benjamin Brown, who sold 5 ¼ acres back to Gambrill in 1864. The entire property was sold in 1897 to pay Gambrill's creditors; 1 ¼ acres on the south side of the railroad tracks were conveyed to William and Nannie Moler. They then sold the property to John F. Booker in 1900, in whose family it remained until 1977, when it was sold to George A. Eckenrode, Jr., who in 1984 sold it to the National Park Service.

Another parcel of land came from the portion that Benjamin Brown did not sell back to Gambrill. Instead, in 1864 he sold it to Elenora Lyeth, in 1867 it was bought by Charles J. Taylor, and in 1868 it was sold to Francis B. G. Miller, assistant postmaster and dispatcher for Frederick Junction. In 1870, he sold it to Ann R. Johnson, who sold it to Tideman Hull in 1872. Hull defaulted on his mortgage, and the house was sold by the equity court to J. and M. Cronise,

See
 Monocacy Battlefield
 F-3-142 F-3-042
 5201 Urbana Pike
 Frederick County, MD
 Catoctin Center for Regional Studies,
 Frederick Community College
 July 2009

Addendum

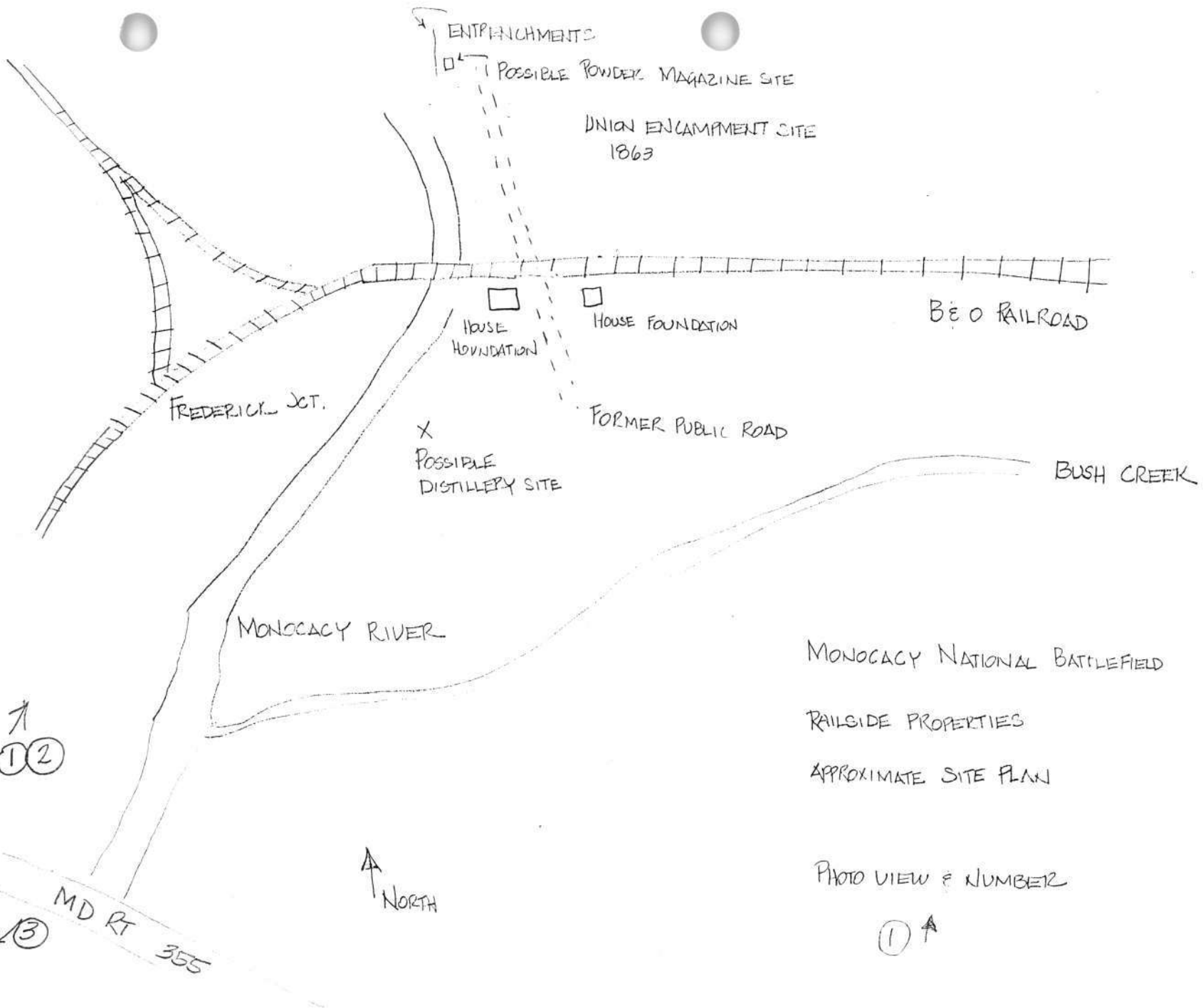
Number 8 Page 12

who sold it in 1880 to James M. Howard. He likewise defaulted on the mortgage, and in 1881 the 4 1/8 acres were sold to Francis Mantz, train superintendant of the junction who in 1884 was responsible for quickly removing railroad cars to Baltimore during the Monocacy Battle. In 1888, he sold the property to Woodward and Sarah Roberts, who subdivided the land into three lots and sold two of them in the 1930s. However, the two lots were reconveyed to the Roberts in 1933 and 1937, respectively. In 1946, Woodward was dead and Sarah sold the property to Elmer J. and Hattie A. Shelton in return for caring for her and a Mrs. Beard. In 1960, Hattie sold the property to Bert L. and Kay Santen, and in 1967 Kay sold the property to Charles P. and Letitia Staley, who in 1972 sold it to George and Mary Eckenrode. The Eckenrodes sold the land to the National Park Service in 1984. Since the property changed hands so many times, it is likely that the buildings were rebuilt multiple times over and unclear how old the standing buildings are. The tract includes the L-frame house said to be used as headquarters by General Wallace.

The third area making up Frederick Junction is 6.38 acres on the north side of the railroad. It, too, was originally part of *Araby*, but was sold in 1844 to John Markell, who eventually collected 859 acres on the north side of the railroad. The property remained in the Markell family until 1944, when a portion of it containing Frederick Junction was sold to William F. Atkinson. In 1949, Atkinson sold the property to Francis H. and Barbara M. Ladson, who sold the 6.38-acre tract containing Frederick Junction to the National Park Service in 1987. This land includes the Civil War fortifications, most likely created before the Battle of Monocacy to protect the railroad junction, an important link in a major Union supply and transportation route.

Because of its status as a major railroad crossing, Monocacy Junction was often a destination for runaway slaves seeking to jump the train and ride north. For example, a local newspaper reported in 1863:

On last Sunday night three negro women, slaves, belonging respectively to Miss Mary Beckwith, Mr. Peter Shafer, Sr., and Dr. Wm. E. Boteler, all residents of this place, absconded from their owners. Those belonging to Messrs. Shafer and Boteler, each took with them a negro child of about 5 or 6 years old. On Tuesday, however, the entire party were arrested at Monocacy Junction, endeavoring to make their way to the District of Columbia, and were brought to Frederick, and lodged in jail.



F-7-140

Top Eng' Office, A.M.D., Dec., 1864

Accompanying the report of Capt. Jed Hotchkiss, C.S. Army.
Top Engr. 24 Corps, A.N. Va. (Valley District.)
SERIES I VOL XLIII PART I, PAGE 1020.

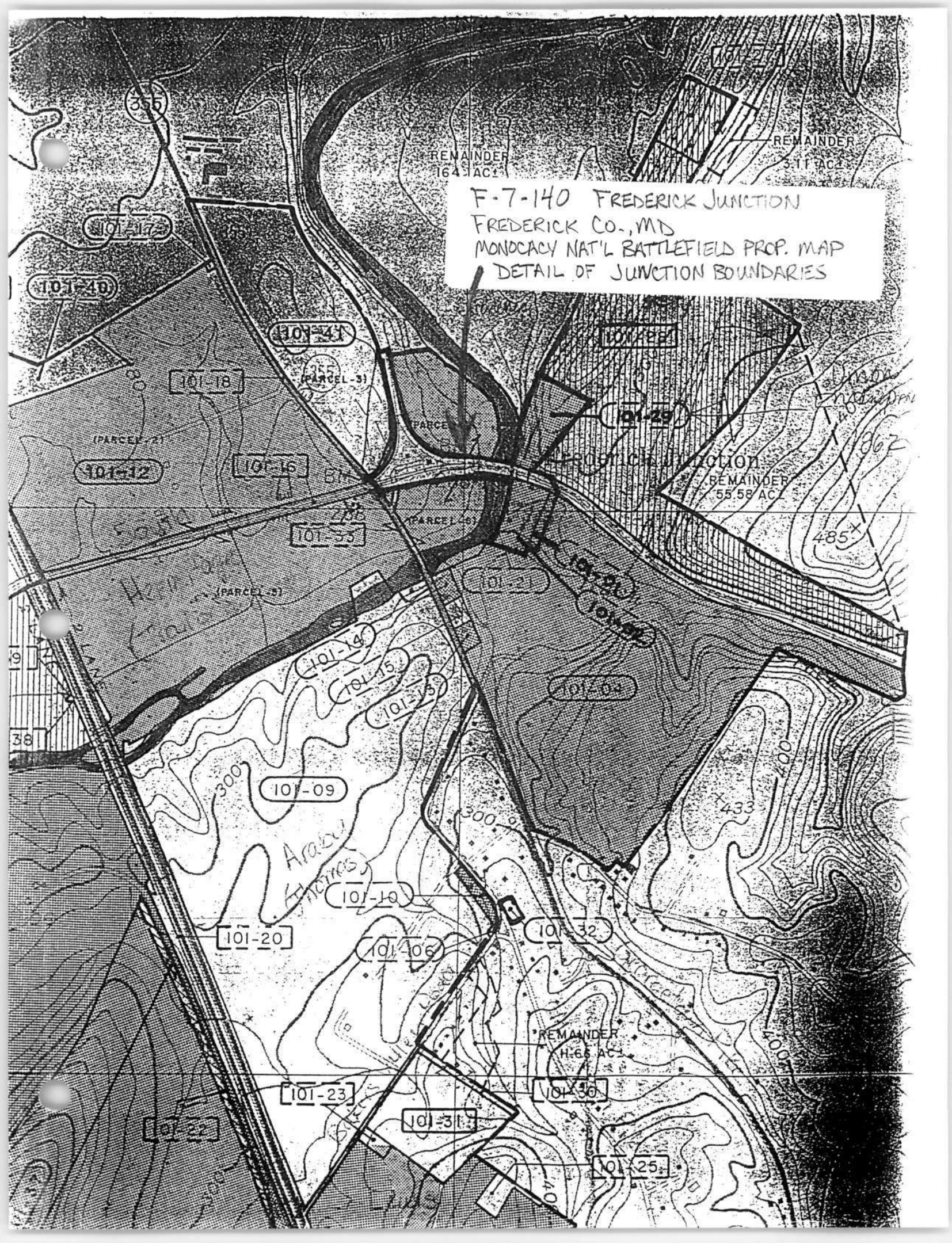
REMAINDER
164.3 AC

REMAINDER
5.11 AC

F-7-140 FREDERICK JUNCTION
FREDERICK CO., MD
MONOCACY NAT'L BATTLEFIELD PROP. MAP
DETAIL OF JUNCTION BOUNDARIES

REMAINDER
55.58 AC

REMAINDER
11.66 AC



STATES
OF THE ARMY
ENGINEERS

IV NW
(ERICK)

BUCKEYSTOWN QUADRANGLE
MARYLAND-VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5562 IV NE
(WALKERSVILLE)

HAGERSTOWN 26 MI
FREDERICK 11 MI. U.S. 40 3.5 MI.

FREDERICK 3 MI.

FREDERICK 3 MI. 690 000 FEET

77°22'30"
39°22'30"

560 000
FEET

FREDERICK
JUNCTION

F-7-140

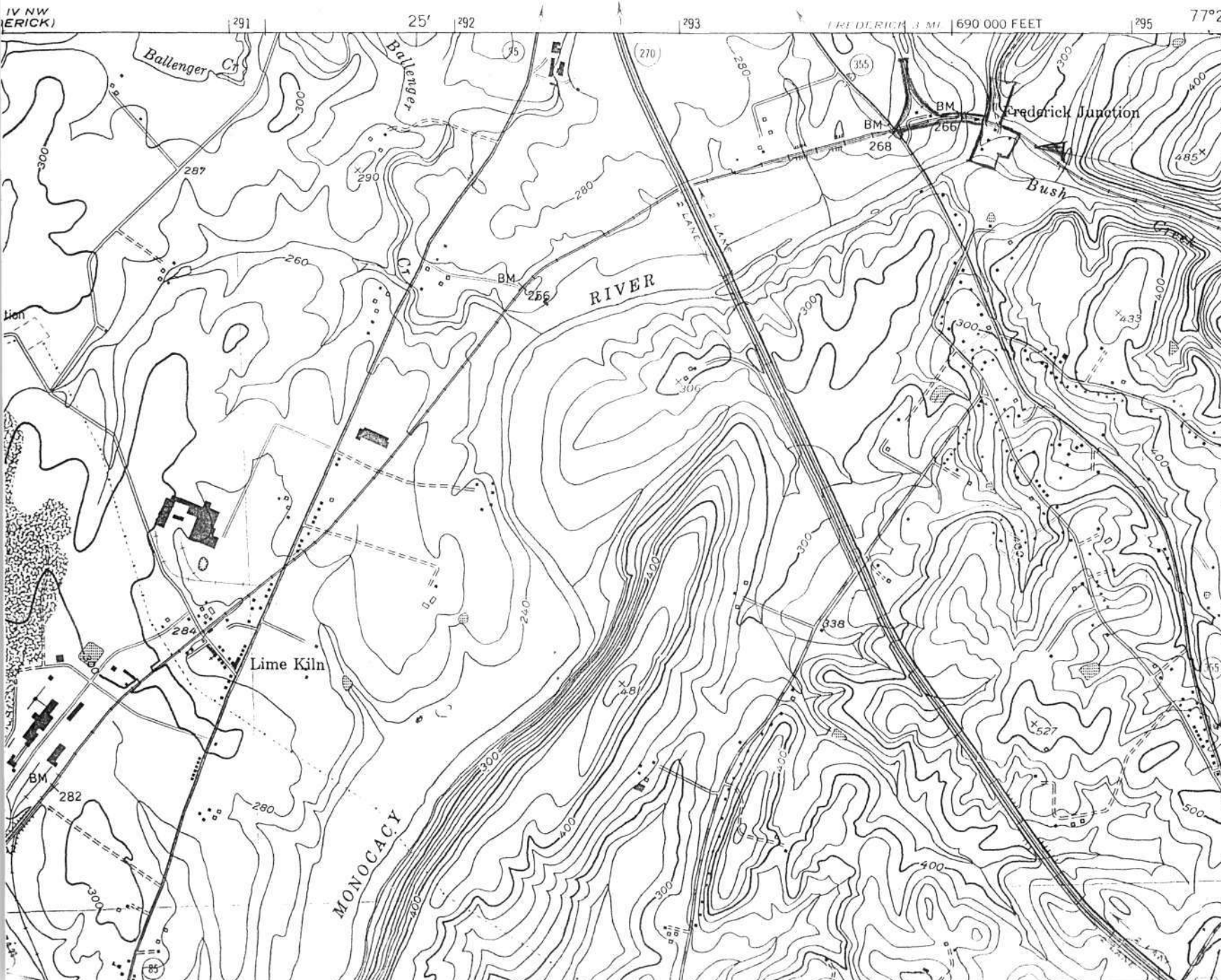
FREDERICK CO, MD

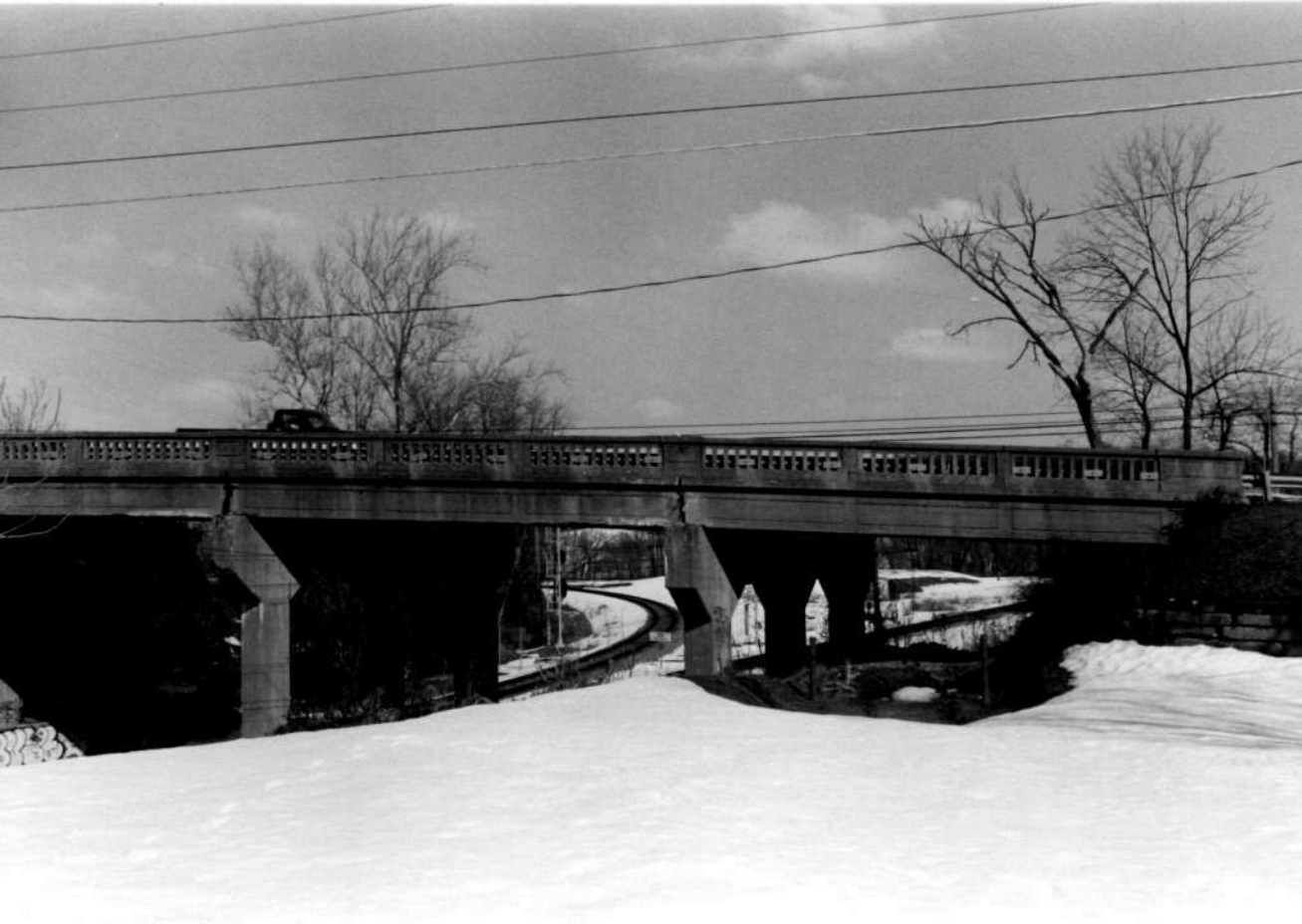
4359

4358
URBANA 1.7 MI.
GAITHERSBURG 1.8 MI.

4357

29:20 MI.
W-F HOUSE 37 MI.





F-7-140

Frederick Junction

FR CO MD

Merry Stinson 3/03

MD SHPO

View E of Junction
through Rt 355
overpass

1/6



F-7-140

Frederick Junction

FR Co MD

Merry Stinson 3/03

MD 1st PO

view W of Rt 355

overpass

2/6



F-7-140

Frederick Junction

FR CO MD

Merry Stinson 3/03

MD 15#PO

view E toward RR
bridge over
Monocacy

3/6



F-7-140

Frederick Junction

FR CO MD

Merry Stiisan 3/03

MD | STPO

view E of RR bridge
over Monocacy

4/0



F-7-140

Frederick Junction

FR CO MD

Merry Stinson 3/03

MD SHPO

Bosh Creek at Monocacy R.

5/6



F-7-140

Frederick Junction

FR CO MD

Merry Stinson 3/03

MD SHPD

bridge, S. elev. (R-Bush Creek)

6/6